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Travel diary of James
Hamilton from Ireland and
England

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# TRAVEL DIARY OF JAMES HAMILTON

# FROM IRELAND AND ENGLAND TO NEW YORK, 1850,

# LATER OF JACKSON COUNTY, INDIANA

[Owned in the 1960s by Mrs. Ina A. Kestner, 315 W. Bridge St.,
Brownstown, Indiana]

[Copied for the collection of the Allen County Public Library under the direction of
Fred J. Reynolds in the 1960s]

Allen County Public Library
900 Webster Street
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(1) February 24th 1858

The Journal of the Passage of Jn. Hamilton
by Ship Grace McVae, Commanded by Capt.
the Dunlevy, Jane) from Liverpool to New York —

On Sunday the 24th the vessel Grace McVae sailed from
Stanleys dock and lay for one night in the Mersey river
and on Monday the 25 inst we took our departure from
Liverpool attached to the tug steamboat Powerful came down
through the Rock channel, after which the steamer left us
when we proceeded down St. Georges channel, and having
proceeded as far the Island of Anglesea or Holyhead
island, by middle night of Monday which is situated on the
English coast we found it utterly impossible to pass through
Cardigan bay with the westerly winds which we were encoun-
tering without being shipwrecked. & hence changed our
course for the North channel so that during the nights sailing
we arrived by clear next morning right opposite the County
Dublin close to Lambay Island. proceeded then along the coast
of Ireland by Drogheda, Dundalk, Downpatrick, Donaghadee
then hove to the main land & sailed up the middle of the channel
when about 12 oclock midnight, we came right up under the Mull
of Cantire lights a place well known to me, as I had often passed
it going to Glasgow at this time we were under full sail but
suddenly the wind changed owing to us being so near & right under
the main land, when I thought we should have been carried
right before the gale by Campbeltown to Greenock but however the
Captain all in a sudden who was a skilled seaman sounded
hard a port to tack ship & put up the helm the ship was wore the
larboard main brace was hauled in, & we came right round by
the Island of Sanda crossing the channel back to the Irish coast
& sailed by Red bay, by Fairhead and by the north point of
Rathlin Island. at this time though dangerous land being so
near on both sides of us we carried all the canvas together
with studding sails setting out the [illegible] [illegible] [illegible]

the fathers deep, encountering a Stormy gale of wind right on our Starboard bow. Here I was transported with admiration & ceased to think, I had the pleasure of seeing the places I had often viewed before, sailing up by Giants Causeway Portrush, keeping off the mouth of Lough Swilly about 6 or 7 miles keeping in view on my our right hand which shown the Glengad head, Malin & Horn head, ——

On Wednesday the 27th about midnight we bid adieu to Ireland the land of my nativity — having for my last object Tory lighthouse we being about 4 miles distance from it which is situated in the North point of the Rosses. From this light we commenced to take our departure to cross the mighty waters of the vast Atlantic

On Thursday the 28th the wind was blowing right in our face, encountering some good seas but on the following day, Friday, Day fair [illegible] the gale increased so much so that I thought [illegible] we would have been driven back but fortunately we had gained 142 miles from the Irish main Land which afforded us some sea room to tack Ship. Here I got a little — [illegible] of seasick thinking constantly on home and sorry at leaving of Parents brothers & sisters, occasionally letting a few tears fall & sighing to be home again, repeating the much accustomed sayings of my Father "Each fond remembrance brings fresh sorrow one"; so that between thinking on home & listening to the rage of the sea coming and then beat on our decks, Oh! how I then [illegible] a thousand times that I have reached home again. — Gale Continued all day Saturday, & Sabbath Oh! it was a dreadful [illegible] gale [illegible] blowing [illegible] Starboard bow. at [illegible] in the afternoon I thought our fore mast would have been carried away. we had to clue up the [illegible] close reef the royal & top royal sheets of the fore main and mizen masts keeping her head close to the wind — [illegible] when all in a few minutes time — a calm took place about the hour of [illegible] & from that to Friday we made little or no advance — the wind blowing right against us, [illegible] [illegible] to gain as much as we could upon the wind. Nothing of any importance occurred on Ship board. passengers sea sick — after the Storm, on this day we killed a pig & hung it to the Main yard which afforded great amusement to the passengers — I spent a few hours of the day with the Captain talking on Sundry subjects and particularly about a County [illegible] named my Father ——



of the name of Mr Carmichael — telling the humorous spirit he exercises — to [illegible] the women of killing a beast to his neighbour — which afforded some laughter, and about the occasion on which he became a Methodist — &c. On Saturday the 9th March we experienced a little calm on Sunday the 10th I prepared myself to preach our flag was hoisted to indicate the Sabbath day — & to warn the passengers to prepare themselves, the deck was swept & prepared with cross [illegible] I preached to them — & [illegible] on the mind of every individual I showed as powerfully as I could the love of God for fallen man. on this day the wind blew steady against us. On Monday 11th March. about 5 o'clock this morning one of our female passengers died — she was from Lancashire a native of England, a protestant of the name of Johnston. I was desired to read the church of England services, the body was sewed up in Canvass & sent up to Deck all were assembled on deck. the Captain took the body resting it on the Starboard side. I performed the services & hence the body was committed to the mighty Ocean a sad spectacle to behold every heart was [illegible] — & every eye was dropping tears. On Tuesday the 13th inst the wind changed to Southwest by [illegible] which gave us another leg to our course from which time until the 17th of March we made good sailing at an average of 5 nots in day time & [illegible] after night, the weather for these 4 days was cloudy having occasionally heavy falls of rain. we had a good many sea birds flying about the vessel and after her, many of which fowls we shot saw some sea fish — porpoise and Dolphin but caught none, we had a good deal of sea sickness amongst the passengers I attended them as Doctor, & a troublesome business it was. On Saturday the 16th inst we had another death a Roman Catholic male child the body [illegible] shared the same fate as the former it was cast overboard — the glass [illegible] to day, the new moon appears to night for her first time [illegible] and hence an immediate change is expected. [illegible] at 8 nots an hour, the Sky lowers the sea begins to rage the vessels deck is cleansed for Sabbath [illegible] morning of Sabbath we hold [illegible] in the [illegible], close reef the top royal of fore, main, & mizen masts & single reef [illegible] Gallant Sails

a heavy sea beat right against her sea beam accompanied with high wind & heavy rain so much so that we had to [illegible] divine service passengers were not able to stand on deck, the day cleared up in the afternoon, just about night fall and by 12 oclock of said night the sea subsided, then we unreefed all her sails, scarcely a breeze the wind blowing from Sou-west by Sou half Sou. [illegible] Monday the 18th the same gentle breeze continues wind due South. the decks are [illegible] on this day with the passengers, the day being exceedingly fine and warm, all anxious to see the Banks of Newfoundland. the wind changed today right aft us – a fair wind with us & hence we had to square away the main royal & top royal of the fore main & mizen yards and set the [illegible] sailing due West at about 4 nots per hour. Monday 18th.

In the afternoon of this day we hoisted the studding sails of the royal & top royal of the fore mast but the wind changing to the West had to clue them up; the sky became cloudy, the indicates a sudden change. it blows a fresh [illegible] at 12 middle night being exceedingly stormy the sails were all close reefed at 4 oclock in the morning the Ship was wore to the wind blowing Nor-west by west half west at 7 oclock a small Bark outward bound hoved in sight [illegible] out on the same track, she was North of us, near our starboard side at 12 oclock A. M. Breeze continues to blow fresh sailing 3 nots per hour, sailing West by Sou half Sou, slacked the starboard brace & halled too the Lee setting the sails [illegible] Nor-west by west – nearly 3 points of our course to the Southward lost sight of the Bark she is now behind us &c. seemingly so much fatigued [illegible] was [illegible] her from our sight. Tuesday 19th the wind blows from the West with occasional showers at 8 oclock A. M. it turns to the North, the Lee brace is halled too & Ship were sailing at 8 nots per hour – wind strong from the North at 12 P. M. middle night it changes two points East sailing 7 nots per hour. I kept watch on deck this night with the second mate went to bed about 2 oclock. after a few days sailing [illegible] [illegible]



Wednesday 20th March – Wind blows from the East, the main yard is squared & the studdensails hoisted of royal & top royal of fore & main mast. Sailing due West at 5½ nots per hour at six P. M. the wind changes to the Sou-East blowing moderately, when the starboard studdensails are reefed, the sea is calm & all passengers in good health. Glass appears to lower a good deal to day – wind works into the Southard & hence we [illegible] make a Nor-west course. Thursday 21st The wind blows from the Southard gales strong with perpetual heavy seas [illegible] the [illegible] course West sailing in the forenoon 10 nots per hour & in afternoon 9 nots per hour the main brace of the main top gallant yard snapped asunder but sustained no injury. [illegible] crossed the line to day, nearly as stormy as Sabbath 3rd of March only the Wind is Southard instead of West. some passengers sick to day. I was up at 3 oclock before day [illegible] still in good health. passengers could not come up to get meat cooked at the fire, [illegible] persons in the starboard side – aft of the store room were burnt with boiling water we passed a vessel at ½ past three, homeward bound, [illegible] seemingly much fatigued, and under the same sail as the [illegible] [illegible], sail was shortened at 4 oclock shipping seas continually equalling [illegible] stormy a day as the 3rd of March. at a half past 4 it commenced to rain falling in torrents at 5 oclock the sails were close reefed wind continuing high the fore topmast staysail was split, together with main top gallant sail which was lightly [illegible] at which time I was cast right [illegible] but [illegible] [illegible], [illegible] in ½ an hour wind changes from South to North, close reefed the fore main sheet blowing exceedingly hard untill 4 oclock on Friday sailing at an average 8 nots per hour being 192 miles. wind [illegible] in the East. – Latitude of today 45° Longitude 42° 30

Friday 22nd March – Wind blows from East [illegible], [illegible] a breath. Sails set & yards squared away. Sailing West 4 nots per hour. Wind chopped to East Sou East [illegible] the top Gallant sails were set – Saturday 23rd March Commences with great lightning hands employed in setting up the fore & main top mast back stays at 11 P. M. stowed [illegible] the fore top gallant sail – at 2 a. m. Breeze com

Commenced, took in the main top Gallant Sail at 4 Double-reefed the fore and main top sails & stowed the jibe at 8 oClock furled the main sail and wore Ship Winds blowing steady from North, untill 8 forenoon when it is Nor west course today West half Nor a Schooner vessel under close reef appears in sight over our Lee beam is outward bound heavy falls of rain from 3 to 7 this morning average sailing at 5 nots pr hour extreme are 2 nots and 8 Glass rises to day to 29 ¾ & ½ indicating a change, temperature 65° ——— A Barque & a small French Luff Smack lies alsoon the Lee of us & on the same Course. One of the passengers is put in Irons for quarrelling this day is rather favourable from the morning with moderate breeze the main sails set & jib hauled out.

Sunday 24th March. Average sailing 4½ nots pr hour extreme 2 nots & 8 Winds at 2 A.M. West. Course Sou. South at 8 forenoon winds East Course West by Nor. Remarks. the Breeze moderating set the main sail & jib & set the single reefed top sail at 6 oclock P.M. All Shaked out all the reefs of the fore & main top sails & set the top Gallt Sails & at 10 set the two fore topmast & lower Stud Sails — At midnight an increasing breeze at 3 A.M. clued the mizen top Gall sails & lowered the studen sails and at 8 A.M. set the two lower Studensails & two top Gall Studensails Latitude 46° 27' about 137 miles from the banks of New found Land — I preached to the passengers today. they heard me with zeal & delight — Saw some Porpoise two Shoals of them. Saw a Barque and Brig on our windward side to Southwest many passengers on deck today all cheerful. I was up to twelve oclock last night, moonlight being good. seeing the studen-sails hoisted at 4 P.M. a third vessel on our Starboard bow appears in sight out homeward bound under full sail. at 7 oclock increasing breeze, wind blowing exceedingly strong hands all called to stow away the jib sails hauled in the top Gallant sail double reefed the top sails & single reefed the courses. Immense heavy falls of rain indicating a stormy night. Sailing due West — wind Sou-west sailing 8 nots pr hour. Large black & mottled



Gull fowls

Divers (fowls) appear to us wind is exceedingly cold also indicating our immediate approach to the Banks of New found Land which cold causes us to be much afraid of Sea bergs

Monday 25th March. Average sailing today 4½ nots extreme 2 nots & 7 Course West. Nor-west & by West. by Nor half Nor — Winds West & Nor West at 10 oclock in the night wind chopped to West and at 6 A.M. moderating with cloudy weather. Set the main sail. Remarks saw nothing but fowls today large Gulls and various lots of small water fowl about the size of young Goslin we saw one vessel behind us to which kept a Nor. course all day. us being under full sail save the Spanker which remained clued up — to night we are entering on the Banks of New found Land being 8 oclock. Latitude 44° 36' Longitude 48° 48' now about 1100 miles from New York. Nothing occurred on board today worthy to notice. the night was exceedingly frosty but dreadful cold ———

Tuesday 26th March. Average sailing today 3 nots pr hour. untill 12 oclock middle day extreme sailing One & 6 pr hour. Course Nor west, by West, & at two of this morning West at 8 Nor-West by Nor. This morning commenced with light airs and calm betimes at 3 P.M. wore Ship, hands employed in setting up the main top mast back stays with many other jobs midnight light airs but dark weather — Wind blowing Nor. west by west, almost a head of us, we being near the Banks of New found land. Called by name Green-bank — I can see numerous kind of fowls especially the nice little — New found land Fishermen at 5 A.M. strong breeze increasing with heavy rain took in the mizen & fore top Gall sail & at 7 took in Main top Gall sail at 10 weather moderating, tacked Ship & set the main & fore top Gallant sail hands employed at sundry jobs sailing Sou west. by west half west. Winds blowing West. Nor west. Latitude 45° 4' two ships appear today right aft us about two miles on the same tack as we & another is right over our Star board bow. We had a heavy fall of snow to day, one of the two ships which have appeared to us is an American Liner from Liverpool. bound to New York —

Wednesday 27th March. commenced with light airs calm at times — at midnight wore Ship

weather clear. Winds Sou-west but not steady. Course Nor by West, this morning Nor ½ West at breakfast Nor-west by west, Average Sailing 2½ nots per hour. extreme 1 and 4 nots. Remarks, nothing particular today the American Liner is still in sight and labouring under the same stress of weather. it was extremely cold on the Green bank last night being the coldest night I had since I left Liverpool, one of the Mel passengers & ships passengers took a Black had a fight today Darky split his lip a good length & I had to dress it afterwards at 8 oclock it commenced to blow, when we have to close reef- Longitude 48°.?'.3?

Thursday 28th March. Calm today at 3 a.m. set the jib and at 8 set the single reef Fore & main top sail with top Gallant sail at 11 out all reefs main top & mizen sails & top Gallant sails Course today Sou. by West & at Breakfast Sou. west by west winds in morning West after Breakfast winds Nor, Nor, West, Longitude 49°.30 this day is very changeable, damps with occasional showers of hail rain & sleet. the sea is quiet- passengers are busy washing as tomorrow will be good Friday, only one ship is in view today, namely the American Liner which is behind us to the Nor East at the distance of about 4 miles. Saw no fish today, nor can catch none as the sounding is great we being obliged to sail south of the Bank on account of the adverse winds which blows from the West, middle day a Barque appeared to the eye. close on our starboard bow. Passengers Provisions is got scarce Broke open the harness Cask had to put it into the Cabins store room least any further damage would accrue

Friday 29 March. or Good Friday

We are now on the Southern edge of the Great Bank of New foundland light breezes shook out all the reefs of fore top sail & at 11 a.m. set the starboard studensails Breeze increasing rapidly with gloomy kind of weather, took in all studensails only ½ an hour set. it came thick foggy weather, with heavy falls of rain took in mizen top Gallant sails blowing heavy from Nor-East by East, but at breakfast it all ?? South



chopping round in a minute to the West, the Course before daylight made by the ship was West by Nor- after breakfast it was Nor-west by West Average sailing 5 nots per hour extreme 10 nots, untill 12 oclock, when we had to shorten sails The fog was extremely dense this morning scarcely able to see the ships head from the helm. two men are kept on the look out sounding a horn & trumpet least they would come into contact with any other vessel a Barque was close on our Starboard yesterday evening, so we are in dread least we would come into contact with her today in this thick fog- large flocks of Gulls are close to our Stern together with the immense number of the small birds called New foundland fishermen, we expected to have got fishing today as we have passed over the Green Bank- & got on the grand bank but on account of our extreme quick sailing it would be only useless Passengers today are all under ?? Pork a cooking today being good Friday. The first Mates watch refused to set the studensails last night at 12 oclock. Captain had to turn out Armed to command them so when he ordered them they obeyed- The sheets of the Royal fore & main and Mizen masts are had to be roped, fog scattering wind getting up rapidly blowing due West at ¼ past 2 P.M. an American Liner bound for England appeared in sight on our leeward bow. quite close to us but not so close as to enable us to speak with her nor could come no closer. on account of the strong gale that blew between us, the Packet Ship was getting under close reefs, here I may remark that the water is green in colour whereas formerly it was a deep blue. at 5 P.M. the gale blew tremendously increasing fast. blowing a perfect hurricane right in the ships head. oh its dreadful. but at 10 minutes to 11 oclock. the wind slacked for a few minits the vessel fell off- then all in an instant it commenced, sea after sea. striking the vessel sufficient to dash her to atoms, when at last a sea as high as the ships main royal yard struck the vessels Cabin on the Starboard side & stove it right in carried away 38 feet of Bulwarks and 22 feet of the cabins side. sweeping away many articles & destroying a great deal of Property

[illegible] the sea struck the Captain, First mate the Cabin boy and [illegible] were all in bed not sleeping as we could not sleep [illegible] the awful storm that was blowing, the Captain I believe [illegible] at this time to command the men — [illegible] [illegible] one place and another to another, to tell for my [illegible] I cannot, but I will attempt to tell how I was my[self] [illegible] pillow, I was lying in my bed room [illegible] dreaming state when the sea struck, it struck right above my head — [illegible] Stanchion [illegible] across the cabin right above my head — it [illegible] I suppose must have fallen partly on my head — however I was driven through the partition of my bed room — out to the other side of the Cabin meanwhile, [illegible] [illegible] about 5 or 6 feet of a sea. the canvass [illegible] nailed round the mizen mast on the same [illegible] the Cabin [illegible] floor gangway, the water went down by this [illegible] the between decks amongst the passengers. [illegible] [illegible] & [illegible] of the water. I thought the vessel was [illegible] — I screamed, though at the same [illegible] choking with the sea water. [illegible] [illegible] about me & saw [illegible] of light through the [illegible] out on the starboard side — but behold another sea met me in the face. all the bulwarks was carried away except the mizen [illegible] held by three iron braces & let the next sea [illegible] — one of the sailors dashed round got a hold of me & got me in to the main hatch — here I was met by screams cry & [illegible] [illegible], calling the vessel was sinking, when I met [illegible] [illegible] then it was only the cabin that had been wrecked — [illegible] bruised & wounded, I got to the berth [illegible] belonging to one [illegible] [illegible] — a shoe maker from Monaghan — he stripped [illegible] night shirt & put on dry flannels — oh how I felt I thought it was my last hour. that I should [illegible] in land — it [illegible] now. I began to think of absent friends [illegible] and then [illegible] over the well known lines of Lord Byron — Roll on thou deep & dark blue ocean roll Ten thousand fleets sweep over thee in vain Man marks the earth with ruin — his control Stops with the shore upon the watery plain —

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
The wrecks are all thy deed, nor doth remain
A shadow of man's ravage save his own
When for a moment like a drop of rain
He sinks into thy depths with bubbling groan
Without a Grave, Unknelled, Uncoffined, & Unknown,

My head was bruised from the above the right eye brow round the fore head untill the left ear this left ear was cut more cut both eyes blackened — two ribs broken in my left side, the inside of the right knee was bruised & [illegible] hurt, down the shin bone untill the middle of the foot, all the others got hurts as well as me, but not so much as I got owing to the Stanchion [illegible] right above my head — Our Longitude at the time the sea struck was 51° & Latitude 43-50' sailing Sou West by West. Wind blowing West the ship at the time was rigged up — under close reef with Gallant & top Gall sails stowed we had them to let her [illegible] to the storm nothing on her but close reef [illegible] fore main [illegible] & a small studdensail placed [illegible] the starboard Mizen brace — we lost an immense number of valuable Nautical Instruments [illegible] [illegible] to the Eastward

Harry the [illegible] [illegible] [illegible] at the wheel his leg went [illegible] the rudder case [illegible] [illegible] the wheel [illegible] to keep it firm or else the vessel could not have headed the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] it was 148 fathoms water where it [illegible]. Harry was hurt but [illegible] [illegible] — [illegible] the best [illegible] on board the vessel —

## Saturday 30th March Storm prevails

[illegible] fearfully — the fore top royal yard was fractured. [illegible] [illegible] we shipped some heavy seas [illegible] coming down the hatches, hatches were [illegible] nailed down passengers being in an awful state shouting crying screaming praying & expecting every moment to be [illegible] into eternity during which time the Captain kept all things [illegible] order.

## Sunday 31 March —

Storm still continues to blow [illegible] a head, untill late in the afternoon lasting fully 50 hours [illegible] [illegible] in getting all our [illegible] remains [illegible] together [illegible] the Captain & I got the [illegible] of a bed and [illegible] from [illegible] [illegible] [illegible] a Sligo lady, got our bed [illegible] to the store room being much fatigued with wounds and bruises —

Monday 1st April. church [illegible] this evening. [illegible] [illegible] [illegible] breakfast course to day has West by [illegible] winds East, changing in the afternoon to [illegible] East by East, & East [illegible] back at bedtime to East [illegible] [illegible] the distance by [illegible] on Friday, must only guess at her [illegible] [illegible] gale blows this evening [illegible] [illegible] running before the wind under close reef fore main [illegible] sails —

Tuesday 2nd April. Gale still continues to blow, with close mist or fog & short seas [illegible] [illegible] heavy burst of wind like thunder. wind changing round to the North. the fog begins to scatter. wind getting up blowing a hurricane blowing so hard that having just got about the same place as on Friday night we had to clew away all the sails ~~except~~ [illegible] [illegible] [illegible] [illegible] up along side her. Mizen [illegible] [illegible] brace together with double close reef of her fore Gallant sail, then we hove her head to the storm, and made fast the [illegible] but oh what a sea we had to encounter on this day the [illegible] Lamp and Ships Steering Compass [illegible] carried away the Ships Galley was Capsized. the fore [illegible] hatches [illegible] [illegible], [illegible] [illegible] came down the main hatch one of the [illegible] braces of the fore top gallant yard was snapped asunder. the main yard & main mast had to be made fast with chains its lashing [illegible] [illegible] way — and was nearly carried off the [illegible] [illegible] sails were split; the [illegible] [illegible] chipped to [illegible] the sailors refused to go aloft fearing they would be carried away then the Captain beat them [illegible] with a rope's end most [illegible] — [illegible] them [illegible] a good drop of blood — oh [illegible] [illegible] [illegible] [illegible] [illegible] but such treatment cannot be re= [illegible] [illegible] especially to cowards. we had heavy falling [illegible] & snow showers, oh my fears & wonderings & [illegible] are — known to none but to myself. at 6 P.M. it [illegible] a little but the sea [illegible] to [illegible] — the passengers berths began to [illegible] [illegible] [illegible] heaving [illegible] sufficient to roll the [illegible] out of [illegible], the passengers [illegible] beat [illegible] of the Stewards & Ships Cook, [illegible] to make them [illegible] up [illegible] the water which came down the main hatch [illegible] and [illegible] I went to bed —



desirous of [illegible] up my peace with my God. I went to knees and in prayer committed my immortal soul to his keeping that if it was the Will of God that I should perish — that he would take my spirit to heaven to reign & live with him in Heaven — the doctrines that I formerly — [illegible] [illegible] others to receive then I was enabled to apply to myself — I [illegible] my leave of Father, Mother Brothers & Sisters praying God to Comfort my bereaved parents & [illegible] [illegible] Brother & Sisters, [illegible] knowing but the next sea would have hurled me into the presence of my God —
Again I had to think on the language of Byron the poet —

Thou glorious mirror where the Almighty form
Glasses itself in tempest in all times
Calm or Convulsed in breeze or gale or storm,
[illegible] the pole or in the torrid clime
Dark heaving, boundless, endless & sublime
The image of Eternity the throne
Of the invisible even from out thy slime
The monsters of the deep are made each zone
obeys thee — ~~[illegible]~~ thou goest forth, Dread Fathomless Alone.

Having obtained reconciliation from my God — I went to bed at 8 o'clock. shedding tears, not on my own account but on account of my Parents who had done so much for me — thinking this was my last night, The Captain came into the bed with me at 11 o'clock — & asked if I was sleeping — I answered him, he said, the storm had [illegible] a good deal — I was somewhat Comforted fell asleep — & slept soundly until 8 o'clock next morning, when the Steward called me to get up for breakfast —

Wednesday 3rd April I got up out of bed and enjoyed a good breakfast. the Ship was [illegible] — headed West by South half South, wind blowing West by [illegible] [illegible] we had occasional showers to day, [illegible] employed in gathering our clothes, to get them washed & [illegible], [illegible] [illegible] at the masts. Sails — and Braces [illegible] to the [illegible] we see an immense number of Dolphin and Porpoise to day I feel much better of my [illegible] — but [illegible] [illegible] [illegible] I am at [illegible] —

Thursday 4th April We have made but little [illegible], winds not steady, always under close reef —

men busily employed in getting the ships bowsprit
repaired — Friday the 5 April. We have not much
wind today sailing due West, the sky much changed
and clear — we feel dreadfully warm indicating our im=
mediate approach to the gulf of Mexico, or I should
say entering in the stream which flows from Mexico —
the evening is exceedingly sultry, lightning & —
thunder commenced at 6 oclock — split the main
sail of the main mast. this storm of lightning
lasted until 9 oclock — about 3 hours
Saturday 6 April, we enjoyed a good day —
sailing today going at the rate of 6 knots pr hour sailing
due West wind West by Sou then nearly Sou
it blows rather stormy in the evening but calms at 10 oclk
Sunday 7th April we sailing much the same
as yesterday, wind keeping in the same point, & blowing
very strong untill after the setting or dipping of the
sun — with some occasional puffs, we double reefd
the top Gallant sail & single reefd the Courses —
Monday 8th April, the wind blows [illegible]
West half Nor, we talked close ship at 4 P.M.,
the wind got up rather stormy & hence had to close
reef the top Gallant sails & stow away the [illegible]
saw a ship — & same Barque [illegible], bound for New
York with passengers & under the Larboard
tack as we were — with sails single reefd
Tuesday 9th April. This is a most beautiful day
[illegible] & steerage passengers are up on deck drying & airing their
bed clothes & cleaning out their births, no wind today &
[illegible] being no advance in sailing, the wind [illegible]
in the evening sailing at 5 knots pr hour, at 10 oclock
P.M. it blows a fresh breeze — with heavy lightning —
accompanied at 12 oclock by immense falls of rain
Wednesday 10 April — All hands called up to
stow away the spanker sheet & close reef the sails
of the top gal & top [illegible] of fore & main masts, at 6 P.M.
wind changed to Southeast sailing Nor half West.
morning clear & blowing at 10 A.M. set the foremost
main sail, we calculate to be 1400 miles from New York



Thursday 11th April set sails today [illegible]
a head sea beating but little advance winds being very
unfavourable — not going 1 not pr hour
Friday & Saturday — 12 & 13th April a new moon today
(Friday) wind Nor West. sailing West by Sou. exceed
ingly stormy today saw a few whales on both of these days
Sabbath 14th April past a vessel this morning home
ward bound — a strong wind blows from the Sou East the
ship heading West, Nor, West, half West making
splendid sailing today at times 9½ & 10 knots pr hour. set all
all her canvass saw a multitude of fish today (Porpoise)
wind changes to the Southward gets becalmed at 6 P.M. a
search was made amongst the passengers trunks & boxes
for stolen property all were put up on Deck — wind
Sou by West air sultry at ½ h 9 P.M. thunder &
lightning excessive rain & wind — which split the fore
Gallant sail (with lightning) the fore main sail torn
to ribbons blowing a perfect hurricane from West which
storm continued for all day Monday 15th Tuesday 16th
& Wednesday 17th though each day became somewhat —
modified, on Monday the 15th I saw a few Sharks quite
close to the vessels stern, they followed us about 24 miles —
one of them was an immense beast,
Thursday 18th weather today moderate wind West
half Sou sailing West by Nor all the sails set
making little advance
Friday 19th April. The Moon enters her first
quarter today a hurricane blows from Nor East by East
on our quarter stern. we sailing for course
West Norwest ½ West. it blew perfect smalls with [illegible]
[illegible] sails had to be shortened, the sails were close
reefd & the courses stowed sailing 10 knots pr hour. at 4
oclock the vessel could not run before the wind —
[illegible] moderated at 6 oclock [illegible] sailing [illegible] this day
the ships crew refused to take off her foremost gal
[illegible] sail (all but Harry the Dutch man) who went
aloft. the vessel shipped a good many seas. she got
into a trough of the sea — & put on her stern like a ship
w[illegible] dangerous — got her [illegible] trimmed again

**Saturday 20th April)** Wind moderate a good deal blowing from South sailing partly West and West-by-west averaging sailing 2½ nots per hour, under single reef in fore main & mizen top sails — courses all set. Passengers are anxious to obtain provisions, they being on half allowance of both [illegible] and water, they threaten to break open the Ships Store [illegible] which place we [illegible], 11 degrees by dead reckoning to New York — by chronometer we are 867 miles. Passengers all in good health & free of disease

**Sunday — 21st April**, little to remark today. Moderate sailing, with a calm sea sailing N.W. with a — [illegible] wind

**Monday 22nd April.** Wind changed to Norwest the sails are all set, and enjoying a most beautiful days sailing, which is a very great novelty for us to get — we are [illegible] changed to day — cherishing the fond hopes of soon seeing land — the hands were employed in turning the larboard braces of the fore & main mast. the mizen mast was scraped down to [illegible] it — & [illegible] white [illegible] — average 6 nots per hour.

**Tuesday 23rd** Breeze still continues though more to Eastward making our course West-north-¼ West we are getting along delightfully hands employed as on the preceding day — we [illegible] average 6 nots per hour.

**Wednesday 24th April** the Wind changes to Nor-west which causes us to tack Ship making a course Sud-west — Breeze today very strong & stormy we [illegible] in the forenoon one vessel & in afternoon another both bound for England & under single reefs & [illegible] [illegible] — **Thursday 25th** We made another tack to North — wind blowing though moderately from West sailing at 3½ nots per hour; passed a vessel crowded with sails we under single reef top sails & [illegible] [illegible] & [illegible] [illegible] from [illegible] — [illegible] the Captain being unwell & in bed I [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] inflammation on the lungs — I was able to do nothing [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] —



Passengers were served out with half allowance of provisions — there was great annoyance created by the Passengers —

**Friday 26th April.** Sailing as yesterday Breeze moderate weather moderate & warm — I got some medicine prepared to give the Captain he being exceedingly bad — gave it to him at 6 oclock — got into bed beside him & put on a double [illegible] of clothes he commenced to sweat at 8 oclock — & continued to until 7 the next morning — during the night he wet two flannels — but next morning to my comfort I had him as well as ever — able to go on deck & command the Ship — I sat all day on Thursday in the aft poop quite lonely — and [illegible] thinking long for home — anxious to get to land & troubled about the Captains sickness lest anything [illegible] happen I was a good deal uneasy —

**Saturday 27th April** — Wind moderate though favourable blowing from Nor-East we [illegible] [illegible] [illegible] passed a vessel this morning at 2 oclock A.M. [illegible] a [illegible] [illegible] [illegible], all our sails & studding sails are set & full. this being a most beautiful day — I cannot describe the comfort I have to day — my [illegible] is quite changed —

**Sabbath 28th April** — A dense close fog this morning, the horn is constantly kept blowing least we might come into contact with any other vessels — all sails are set the same as yesterday wind [illegible] into the Sow East, Oh! this is a most delightful day — A screw steam Ship — appears right over our Larboard bow, bound for Halifax from Boston this day is exceedingly hot and pleasant. [illegible] [illegible] up on board today average sailing 5 nots [illegible] [illegible] [illegible] dead reckoning that this would be the last sabbath on sea — I took the opportunity of addressing them — it seemed to be much affected — most of them all shed tears, poor creatures not knowing how long they would be until death or something else would carry them away — or what hardships they would have to endure —

**Monday 29 April** Breeze moderate from South — weather heavy and close fog, and [illegible]

under full sail seen the former days. Have
continually [illegible] both night and morning extreme
[illegible] 11 nots & 11 nots & have average 6½ nots
Passengers are giving great annoyance to some of the
gave the Captain some impudence aft the Cabin
a place where no passenger or sailor has any right to [illegible]
to him, that & that place alone [illegible] belongs to him
& none other, the Captain [illegible] the Californian
passengers forward to the midships & would give no
[illegible] in their impertinence — I went to him about
half an hour afterward & plead for them, he granted
the request & then ordered provisions to be served out to
make up for short allowance. this is a most delightful
day though I fear we will soon experience a change of weather
as the sky is cloudy & thick — a ship passes us
on the Starboard side laden with Cotton for England —
a child is born today at ½ past 10 oclock — this case
created a little annoyance — I was sitting in the Store
room writing my log for this day. as the husband came
up to the [illegible] & [illegible] for me to come out at [illegible] & then
he told me that his wife was ill — laying the [illegible] number
of his bed — down I went when I immediately found that by
the [illegible] me — to my surprise, that a woman was in her con=
finement — I ordered her as quickly into the [illegible] got
some [illegible] prepared — and at ½ past 12 a male
child was born — the mother got round very fast, no person
could conceive how glad I was when all things was for=
[illegible] with me — her name was Mrs Brennan Co. Mayo —
Soundings were taken tonight at 8½ oclock P.M. in
45 fathoms water on Georges Bank brought up sand &
[illegible] in the lead bottom — this sand was the first —
American sand for me to touch — A [illegible] fresh gale which
[illegible] to a single [illegible] — we had some lightning, wind
[illegible] the Westward — we wore ship at 12 oclock P.M.
Tuesday 30th April — Wind Westward [illegible]
[illegible] & set sails at 4 A.M. [illegible] three vessels
in sight — one for England — the other two for New York —



on the same tack and in sight during all the day. the
wind changes in the afternoon to South course almost due
West, the evening looks most beautiful, [illegible] expect
the wind to [illegible] into the East tonight
Longitude by Chronometer at 4 oclock P.M. 68°. 59'
Do — Do — Observation Do — — 74°. 26 West
Latitude — Do — 40°. 21 North
[illegible] calculating [illegible] the lookout for
land — though there is a good difference between
Chronometer time & Suns observation — yet we expect
land soon — for by observation we [illegible] 26' more than the
Longitude of New York

Wednesday 1st May 1850

This is a delightful day. the wind changes at 2 oclock
P.M. into the Northwest making head for our course West
by South [illegible], there is nothing particular today.
the day is fine & water smooth a good many vessels comes in
sight on both sides of us some for Boston and others
for Philadelphia — others are beating up to New York — passen=
gers are anxious to behold land — they have got it into
their heads that one day after another will let them see land
& there is no living with them. Ship's Crew are employed
in washing up the vessels out-sides and hauling up the anchor
chains getting them sorted in Deck before the Pilate
comes on board — as we are expecting soon to meet him —
the Captain & I each got our Glass & went aloft
to the fore main top royal to see if we could discover land
but we could not. we sounded & got in the lead bottom
Mud — which indicated our immediate approach on the [illegible]
the main land — for it is a mud bottom all along the
American Coast, in this night three men were ordered to
go aloft each in their turn. all passengers are quite
delighted — some singing & others dancing — the Captain
& I hardly get one hours sleep for the noise. —

Thursday 2nd April 50 — This morning is beautiful. It seems as [illegible] by the mate to be in sight of us. the Captain & I were at this time in bed. Captain desires me to get up and take the glass forward to the ~~foremost~~ main yard — foremast. I took around me [illegible] to be particular & bring him a true account — Some remark that the two mates made a Bett with the Captain & I — that they would see the Pilot before us, or even the mainland — I got up & got the glass. went aloft and viewed them all. Returned & told the Captain that I saw a long boat — one mast & flying jib — with a Pilot's ball & colours — Smashing down upon us — about 12 miles off — the Captain sprung up & gazed having I took his sight & then shook hands with me — I said we had gained the bett of the first & 2nd mates about 1/4 an hour after the Captain sounded Hard a port & took the main yard — and shook the lee braces — this startled the men — they did not see the boat a head as we did not tell them, & then he ordered the ladder to be suspended on the larboard side of his midships — then the cheering commenced — all passengers got up — the pilot boat gave us a signal we answered it & hoisted our colours, Pilot soon came along side — & got him on board — loud cheers was given for the Captain — & second of giving three cheers for me — (as they called me Doctor) the Pilot got aboard you[r] vessel of 9 o'clock — in the morning about 80 miles from New York the wind blowing from Norwest though hardly enough to would fill the sails, the Pilot unfortunately had no tobacco — our tobacco was done 4 weeks past, the Captain lowers the long boat taking 4 Sailors & goes off to the Pilot boat which was at hand — brought beer & got some tobacco & divided it with the chief officers of the vessel the [illegible] — I served out the passengers with all the provisions that was due to them, seeing land was now in view — we have enough of water & provisions but it was with great care that we had as much as we have —

Friday 3rd [illegible] calm is still continues [illegible] blowing from different points we making a



Nor-West course, passengers all cleaning out their Births — multitude of [illegible] in sight about 20 in number. I was up this morning since 4 o'clock, anxious if possible to see land first — and doubly rejoiced that all my fears had at an end until I would get a letter wrote & sent home to my poor Parents ~~&~~ and Brothers & Sisters who would be in dispair least I might perish — especially since I had so long without [illegible] writing. Scarcely a breath of air blows — all is a calm — the wind blows round from Sow-East, the Breeze gets up and at 9 o'clock — the Dutch Sailor named Henry [illegible]. Both of us went aloft, and both in the same moment beheld the mainland of Jersey — Henry sung out to the Capt & Pilot, called Land a head — the Pilot asked him how it appeared — when he answered — "Lous long a long" this was the first time I beheld the World of America, the Breeze blew pretty fresh we went along at 8 nots [illegible] was the wind right aft — we never changed our course from the beginning the Pilot came aboard — & at the course we had — we entered right into Sandy hook, here I saw porpoise, and a good large Brown Whale quite convenient to our ships side it was a tremendous one — we lowered the anchors but in letting the starboard anchor over bow. it smashed in one of her figure boards. It was just dark as we entered between Jersey main land & long Island — but up anymore [illegible] one of the Sailors and the Captain fell out — the Captain blamed him for not holding the chain & not letting the Anchor go — the Sailor called Poor Ned — made to strike the Captain but the Capt seized him & throttled him took the knife & kicked him forward beyond the mast, we got so far as 7 miles from N York [illegible] it became becalmed — was compelled to cast anchor & stop there all night — it truly was a merry night the Pilot went into his hammock — the [illegible] he slept in the night previous the Capt & I went to our bed. got up early — on

Saturday 4th May — Hauled the anchor, a tow boat came along side which promised to tow us up to York for 50 dollars — agreed Capt & up we went, got all passengers up in board — Oh what a delightful scenery — it was beautiful & [illegible] astonished —

[illegible] to many handsome buildings on our Larboard [illegible] on the Starboard was Long Island [illegible] said all the passengers on Deck to [illegible] the Doctor who was to inspect the vessel [illegible] but [illegible] able, to [illegible] the Doctor [illegible] ship and passed them [illegible] — we had 4 Stowaways, persons who secreted themselves in the Ship to get out free of passage money these persons if found were liable to pay $40 Dollars [illegible] to the Captain's expenses — we got off the [illegible] passengers one Stoggers & his bedfellow, & one [illegible] Patty from Edinburgh — [illegible] a Pedestal [illegible] there we got off as passengers belonging to the Cabin — which made up the right number shipped as Steerage passengers — the Doctor passed us in an [illegible] close of [illegible] going up the [illegible] [illegible] along side the quay [illegible] [illegible] in [illegible] on the North river — the [illegible] [illegible] — I kept guard in the [illegible] [illegible] anything [illegible] — the Captain went to the Custom house, got the passengers permission to go ashore — of the passengers went, most of them though some remained over night in the ship the Captain & I went to the ships Consignees in the afternoon this was my first entrance on American soil — the evening was exceedingly wet, such a place I never [illegible] with [illegible] [illegible] of them — for they are [illegible] — we went to the Butchers for meat [illegible] acquaintance of the Captain's [illegible] returned to the ship [illegible] the next day — being Sabbath — to Divine Services — Monday I went out with the Captain to the English Consul to protest against the [illegible] the Insurance Company [illegible] I went [illegible] of the [illegible] [illegible] then I became acquainted with [illegible] [illegible] Concern [illegible] [illegible]

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[illegible] — [illegible] [illegible] [illegible] them — [illegible]

On Wednesday 8th May Ol [illegible] prepared myself to sail by the Steam boat to Philadelphia — via the Delaware river [illegible] the Captain [illegible] of articles ready — though [illegible] that I left him [illegible] — I got tired with York — [illegible] I got all [illegible] Articles ready — & the Captain & Mate both [illegible] accompanied me to the [illegible] Pier — Pier [illegible] 12 [illegible] on board — she was to start at 4 oclock — the wind began to blow pretty fresh — at [illegible] we started [illegible] — I must remark that the New York harbour [illegible] most powerful forts. it is impossible almost for [illegible] the things I missed going to York I saw them again — & all looked most beautiful — [illegible] we passed the Entrance at the Jersey main land — which was the first land I saw on Friday 3 of May — & owing to the wind blowing so [illegible] we had to [illegible] [illegible] out to the Ocean — [illegible] we could come into contact with land — I [illegible] tea, & [illegible] & [illegible] I [illegible] at 8 oclock — the manager [illegible] of the boat said it was an exceedingly stormy night — but I thought little about [illegible] got into bed & slept until morning [illegible] my eyes — [illegible] after Breakfast, I got myself [illegible] to go into the Saloon and about [illegible] oclock A.M. we got alongside of Cape May — the [illegible] land of the State of Jersey — situated on the [illegible] [illegible] of the vessel when going to Philadelphia — got two passengers here — but as we advanced up the river we met an immense number of Briggs, Coasters, & Sloops — [illegible] less than 150 — the main land of the [illegible] [illegible] the soil is not [illegible] good — [illegible] the other side of the river is different the soil is excellent, the scenery is beautiful — one farm house after [illegible] — with immense peach Plantations — [illegible] are planted with [illegible] — the [illegible] [illegible] — the playfulness of [illegible] — the [illegible] the [illegible] devoted husband man [illegible] the natural scenery [illegible] — all [illegible] of attention [illegible] [illegible] [illegible] —

As we approached the city of Phil^a it got dark —
so I could not see anything but at ½ to 10 P.M. — making a
passage in 29½ hours. we got in [illegible] vessel [illegible] —
at the wharf — I left my trunks in care of the Steward
of the boat. who took them in charge. [illegible]
then I went through the streets of the city. all shops were
closed, [illegible] some odd ones, enquiring to make out
where James Elliott — I proceeded up Market Street which
leads right from the Boats wharf — until I came a
good ways — I enquired at one Greers a wine & spirit Whole=
sale merchant. asked him & [illegible] the Directory got
the name I wanted — next I went to Arch St. & [illegible]
Andrew Elliotts house but he was not in — the mistress
sent a boy with me to James's house — as soon as I entered
James recognised me. he was glad to see me took
me in & made of me that any man could do. Andy
came to me that night [illegible] — [illegible] I went to bed
& got up next morning & saw cousin Mary Ann Elliott
[illegible] the [illegible] different families of the Elliotts all
were kind to me — kind beyond common they did not
know what to make of me — The city of Philadelphia
the metropolis of the State & the largest City in the United States
except N. York is situated between (the) Delaware &
Schuylkill rivers about 5 miles above their Junction the
distance between the two rivers on Market Street is about
2 miles but as they curve towards each other at this place
the distance widens above & below that Street. The
extent of the city front on the (the) Delaware from the lower
part of Southwark to the upper end of Kensington is 4½
miles. The plan of the city is uniform & regular the streets
all cut each other at right angles — the main streets run
from Delaware to Schuylkill being E & West — other intersect
them in the direction of North & South — the streets are
paved with round[illegible] pebbles, bedded in Gravel, forming
a very [illegible]. [illegible] [illegible]
[illegible] having but tried so but not [illegible] [illegible]
was abandoned — Chesnut St a part of it was lately
paved with blocks of Stone [illegible] [illegible]



at first very expensive, the side walks are universally
paved with Bricks except there, in a few instances smooth well
dressed flag stones. The buildings are splendid such as
the State house — or independance hall. founded I may say
in 1729. the wings of this house are of modern construction
the wood work of the steeple by which the building was at first
surmounted was so much decayed. that in 1774 it was taken
down leaving only a small belfry to cover the bell until 1828
when the present steeple was erected on the old plan. the bell
of the first steeple was imported from England in 1752 [illegible]
of the many splendid marble edifices with which the city is
adorned — I may mention Girard college, the United States &
Pennsylvania Banking houses, the Merchants exchange
the United States mint, the Marine Hospital — in which place
[illegible] [illegible] is, or as is called by some the Naval asylum
Girard college occupies a commanding position on high ground
about 1 mile Northwest of the incorporated limits of the city The
lot on which it stands contains about 45 acres & was bequeathed
for this purpose by the founder of the institution The college
buildings consist of a centre edifice which is to be exclusively
devoted to the purposes of education & 4 other buildings two on
each side for the residence & accommodation of Professors, teachers
& scholars, the centre building which forms the most
conspicuous object & at once rivets the attention of the beholder
by its immense proportions its beautiful columns & gorgeous
capitals, is ~~[illegible]~~ 218 feet in length from North to South, 160 feet in
breadth from East to West, & 97 feet in height It is surrounded
by 34 columns supporting an entablature after the manner of a
Grecian temple, Each Column including its Capital & Base
is 55 feet high & 6 feet in Diameter having a base 3 feet high &
9 feet in Diameter, & leaving a space of 15 feet between the
Columns & body of the building At each end is a door of en=
=trance 16 feet wide & 32 feet high, decorated with massive
architraves surmounted by a [illegible] cornice each of these
doors opens into a vestibule 20 feet wide and 48 feet long
the ceiling of which is supported by 8 marble columns
& eight Antes of the Ionic Order, — the rooms are 50 feet
square. Roof, floors & stairways are all constructed of
[illegible] marble — no wood in the whole building except the doors

Mr Miller

Dear Sir

I hope you will not consider me out of place, while I take the liberty of introducing to your acquaintance

50.00
25
25 0

J. Harvey

James J Hamilton
Jun Esq.

James J Hamilton

James Hamilton

James Hamilton

Cincinnati

(1)

Class Essay March 1st [illegible]

# Proofs of the Moral Nature of God's government of the World.

Strictly speaking man merits nothing at the hand of God whatever good he receives has not been given to him because it is his due but since he has been created a moral being he is naturally led to expect that virtue shall be rewarded and vice punished. Justice is the most pre-eminent attribute in the divine administration this administration does not consist in merely rewarding and punishing but in giving to every one his due in rewarding the virtuous & in punishing the vicious. It is impossible owing to the character of God that his government cd be otherwise than moral & suited to their capacity or character of his creatures and this is the reason why one event does not happen to all. Why virtue and vice are not followed by the same consequences But it may be asked in what manner or by what means is this moral government carried on. First. The very state of dependence & subjection in wh we are born is a proof of the moral government of God. Our very helplessness leads us to look to others for that assistance wh we are unable to render to ourselves we are not left at our birth to struggle against every opposing difficulty or to reach manhood merely by our own exertions God has constituted things far differently. In the helpless state of infancy we are placed under parental care those who with tenderness and affection watch over all our movements preventing us from many difficulties wh we could not have foreseen who by the authority wh they possess over us warn us against vices

2 It may is on to virtue. We are to be understood as speaking generally and not universally as there are some parents who so abuse their parental authority as to exercise it the very reverse of what is here stated. Ignorant themselves of the very first principles of morality & altogether unacquainted with those benefits which result from the practice of them they train up their children in the paths of wickedness and only chastise them if at any times they fail in accomplishing their base actions. But there may be a few cases in which parental authority is sadly abused yet this does not in the least militate against the argument which we have now adduced. It must be acknowledged that children might have been so constituted as to have been incapable of all restraint so self willed as to be proof against all authority so that neither promises nor threatnings, warnings nor entreaty could have had any effect. If the powers of imagination were able to portray the system of morals which would then exist if they could place before our minds the exact standard of our moral nature. We should undoubtedly be struck with the mighty change we should clearly see how much lower our moral nature would be if that was the case from what it is now however low that may be ——

Second. The arraignments and subordination of civil society are another proof of the moral government of God. These are substitutes for the defence of morality. It is not at all necessary for the validity of this argument that the perfection of these arraignments be proved though it would not strengthen it in a very great measure. Their necessity we think will be acknowledged by all to have a tendency to reward virtue & punish vice without something of the kind how could the weak have been kept in possession of his rights what was there to restrain the ravages of the strong & covetous & how much worse would our moral nature have been. Though these laws are very imperfect they always appear favourable to virtue & unfavourable to vice and where ever these laws exist in a more perfect state virtue appears more conspicuous this may be seen if we only look at those places where civil government is much lower than among ourselves. In these places 3 morality is very limited extending in general no farther than our own tribe. We think it may be almost established as a fact that morality is altogether limited to the extent of the perfection of the arraignments of civil society. Civil society may be said in a certain measure to be the ordinance of God inasmuch as those principles & propensities which have prompted men to establish these societies have been implanted by God. If we only take a survey of the constitution of man comparing him with the other orders of creation. If we consider those powers and capacities with which he is endowed the mighty improvement which these are capable of and the continual aspirings after greater degrees of happiness it will appear evident that man was made to occupy an exalted place in the scale of being a place where virtue was to be rewarded and vice punished ———

Third. That man is a moral being is not only shown by the arraignment of civil society for the punishing of vice & the rewarding of virtue but also by these being supplemented and enforced by the feelings of our nature. It has been said though there was no laws for the rewarding of virtue & the punishing of vice yet the sweetest life in this world is a life of virtue. There is a secret delight and satisfaction inseparably connected with it which is not in vice even in its most attractive forms. Indulgence in vice is a violation of the laws of our nature and cannot but be accompanied with suffering either sooner or later and that also to a greater or less extent. ———

It is impossible since all human laws are imperfect that they can reach to the punishment of every vicious action but though this be the case the offender is not suffered to pass with impunity for what the law leaves undone human opinion fills up which is frequently accompanied with greater severity than if the whole punishment had been inflicted by law. Suppose a person to be guilty of a certain crime for the commission of which he is brought

& when the magistrate but from the insufficient [illegible]
of the witness the crime laid to his charge is not proved & he is
set at liberty. But those with whom he associated formerly are
convinced in their own minds that he was guilty & they shun his
company, associating with him no longer. What a sting
will this be to him if he has any sense of honour. How
must it pierce his heart with the most acute sorrow, [illegible]
his suffering not less severe if not more so, than if the full
rigour of the law had been exercised upon him ——
Again suppose that by some false witness the law
inflicts severer punishment than the nature of the
individual's transgression warrants. how much is the
punishment alleviated by the sympathizings of
friends and neighbours. That a provision has therefore
been made for the rewarding of virtue and the
punishing of vice beyond the limits of law is a strong
& very evidence of our being moral beings ——

Fourth. Conscience, is another proof of our being
moral beings. It possesses great power over man, it is capable
of making him either happy or miserable. The approvings
of conscience which always follows virtuous actions & its
accusings which is the consequent of evil actions show
beyond doubt that the governor of the universe is a
being who loveth virtue & loveth righteousness. It
has been implanted within us as his vicegerent to
carry on as it were his administration in this world & [illegible]
though a man may be severely punished for certain ac-
-tions or opinions which others through ignorance or
superstition account evil but be the sufferings
as great as they may be if the individual be per-
-suaded in his own mind that they are good and
virtuous. There is a consolation administered to him
which enables him to bear with patience & resigna-
-tion all the pains to which he is exposed. As an ex-
-ample of this we need only advert to the days of per-
-secution when a land was merging out of popish dar-
-kness, we see how much the christians suffered from
the hands of their enemies yet we are assured that their
conduct was right & amidst all their sufferings the voice
of Conscience was upraised in approving them for the
part wh. they were acting. While on the other hand if
an individual had performed some acting wh. he him-
-self considered wrong though he was applauded by his com-
-panions for them and had even upon that very account
received marks of their approbation yet these plaudits are
altogether unsufficient to outweigh the condem-
-ning voice of conscience.
This principle wh. has been implanted within the hum-
-an breast can nature be terrified into submission by
command nor yet bribed by indulgence. All human
power is unable to make that which is evil appear
really good or to cause conscience to approve of that which
it ought to disapprove of. Conscience we think will in-
-variably be found to be favourable to nature and un-
-favourable to vice ——

Fifth. Not only is the mind the seat and source of moral
government but the body is so constituted as to be capable
of being much affected by the conduct of the individual.
Conduct that is morally good fills the mind with peace & joy
it also tends to the health of the body. Conduct on the other
hand that is morally evil robs the mind of its peace
and destroys the health of the body. For example in-
-temperance carries along with it a great train of evils
at first the mind begins its wanted strength the body
its vivacity the constitution begins to give way until
by degrees, the whole of the intellectual moral and physical
powers of the individual is are entirely destroyed ——
The man who lives soberly may have a weak and sickly
constitution but this does not flow as an effect from his
sobriety for if he were not so that constitution wh. in his
present circumstances is weak would have been more so.
Men were not created to live as they list to engage
in whatever duties seemed to be right in their own
eyes but they are created under a government wh. has
been proved the argument wh. we have now adduced.
But it may be asked since man has been placed under
a government how far does their measures answer the
end intended & how far are the consistent with [illegible]

justice. The power & extent of divine government is much more extensive than our finite minds can comprehend. There are many impediments to be removed ere we can perceive it in its full extent. There are many prejudices to be uprooted ere we become proper judges of its bounds. Some of the causes why we do not perceive the extent of the operations of the Divine government may be —

**First.** The matter is not so much thought of in this world as it ought to be and when it is thought of it is not so correctly as it ought to be. Experience teaches us that man is naturally disinclined to think himself under a government or subject to any restraints & that those things which are of daily occurrence are only the effects of nature and do not proceed directly or immediately from any overruling providence. Those very circumstances which tend to show forth the providence and government of God in the most forcible and clear manner are entirely overlooked. Those occurrences which men are pleased to designate by the term small leave no impression behind them and it is only those which are out of the ordinary course that arrest their attention. Now we think that such conduct is a source from which much error and mistake arise for it must be very obvious that the latter is involved in much more difficulty and obscurity than the former. For since no evil or distress is inflicted by the Allwise governor of the universe except for some cause or reason, since nothing happens by mere chance it must be evident we think to every one that the administration of Gods government will be better seen in individuals than in communities in ordinary than in extraordinary circumstances the reason why this ship wrecks, earthquakes, famines or pestilence has been sent is frequently enveloped in clouds & darkness as the unaided powers of man search in vain to discover. But in general individual cases are not surrounded with such obscurity — Although we urge the propriety of attending especially to individual cases in order to the more full discovery of the divine government we by no means intend to exclude an



investigation into extraordinary for when the true reason of these is discovered it will tend to show more forcibly the government of God than what the ordinary does. When we see any kind of art answering the end for which it was intended & continuing to do so with regularity we cannot but conclude that there must be something in its internal constitution by which it is governed and directed. Do we not see vice invariably bringing on misery and virtue happiness. Do we not see that the same course of procedure binds one man to wickedness & another to virtue. Viz habits indulgence, the same course of conduct which increases the happiness of an individual increases the happiness of a nation though it be longer in being observed & the same course of conduct which brings punishment to an individual will draw down punishment upon a nation likewise though it be much longer in being observed and since the growth of the conduct of a nation be much longer in being established whether it be tending to virtue or to vice so in like manner will the consequences be longer in being visible whether there be reward or punishment. It is no argument that because a nation is not immediately punished for its crimes to conclude that it will never come. Though sentence be not speedily executed the rod of vengeance will ultimately come and will not tarry. In sacred history how frequently is the fact recorded of nations suffering the severe punishments of Heaven when the crimes which were the principal cause of the calamity were not committed by those who were enduring the punishments but their forefathers who had slept the sleep of many generations verifying that figurative expression "the fathers have eaten sour grapes & the childrens teeth have been set on edge." Undoubtedly famine and pestilence carry along with them more conspicuous evidence of the governments of God. But this is no reason why we should overlook the ordinary ones which are more easily understood & calculated to impress us more deeply they are the key as it were to the right solution of the extraordinary and the more any one neglects them the more indistinct will be his ideas of the government of God and the better we understand the ordinary the better also will we understand the extraordinary. **Second.** Another cause of mistake is the difficulty of observing or tracing these measures though it were possible to rectify the former mistake yet this one would prove the cause of very much error we think that the

Mistakes arising from the difficulty of tracing or observing minutely the measures of divine administration law cannot be altogether rectified. human contrivance prejudice craft character &c all combine in casting a cloud over those measures. So long as the wicked man escapes the punishment of law we are naturally led to consider him as innocent though perhaps he may have been guilty of much more heinous offenses than that wh brought him under the arm of justice But even though he shd not have suffered punishment by the sentence of law it is no valid presumption that therefore he suffers nothing there is a tribunal in every man's bosom & there also a judge just & impartial judge resides The punishment wh it inflicts may be invisible and unknown yet they are nothing the lighter upon that account A man may be suffering a very great amount of punishment from the hand of God without it ever being perceived by any one the wicked are prone to keep these things hid from the gaze of their fellow men. If we only take a retrospective view of our own past history will we not find much to verify this statement have we never been guilty of any thing against wh conscience raised its condemning voice. have we never felt any uneasiness arising from our action has no transaction ever raised up within us grief Yes verily this has been the case but what was our conduct under these circumstances what appearance did we manifest in these trying times did not the smile frequently appear on our countenance when all was sadness within was not there sometimes an appearance of joy forced into the place where sorrow dwelt was not there an appearance of peace and serenity assumed when all within was commotion and distress None of the wicked manifest little or no appearance of suffering when conscience pierces them with the sharpest of all her stings so in like manner is it with the good & virtuous very much of the joy & happiness wh they experience as flowing from virtuous conduct is kept hid in their own bosom the modesty & prudence wh they possess keep them from making it known true it is that frequently a[illegible] regardless of all restraint the sparkling eye, the joyful smile & mark this appearance [illegible] a sure [illegible] that all is joy all is serenity within. But how

how different is the conduct of wicked men when they enjoy momentary happiness there is no endeavour we then see on their part to conceal it, if their conduct cd speak it wd say to one Man & see my happiness behold how great is my joy indeed we may almost conclude that such a course of conduct is natural. What signs of joy does that man manifest but who has been for years confined to a dungeon when he is permitted once more in liberty to breathe the fresh air, so the wicked man being continually under the accusings of conscience it is no wonder when instead of accusing it approves of his conduct that he be unwilling to hide any of his joy But these instances do not in the least argue any defect in the providence of God If we examine carefully we will find that the present state of existence even with the apparent discrepancies that the distributions of providence are much more equable than is generally supposed ———

the external signs can neither give happiness nor misery nor are the sufficient reasons which will warrant us to conclude that one man is happy and another unhappy. they are ~~any~~ uncer- tain they are capable of very much dissemblance and ergo they are very uncertain criterions by which to judge It is the mind which is the grand right seat either of happiness and misery & ergo the righteous though in adversity may be enjoying much ~~much~~ more happiness than the wicked in prosperity Neither adverse circumstances nor yet prosperous circumstances are capable of themselves to produce either joy or sorrow to any great extent. I say to any great extent because I am persuaded that even the very best of men will feel sorrow when they behold the clouds of adversity gathering around them, as they see all their future prospects blasted and also they will be elated when the sun of prosperity shines upon their every undertaking But though this is the case we repeat that they are incapable of imparting any lasting or permanent happiness or misery. It may be asked, though we think without much reason Why are not the advantages of the world not more strictly dispersed Why do the wicked so frequently enjoy more happiness than the righteousness or why do the wicked enjoy any happiness at all. With regard to the first question why do the wicked generally possess greater happiness than the righteous ~~now~~ this we deny as being the true state of matters

12 though the wicked may make the greatest noise and outside show. but we before proved that outward signs were a very unsafe criterion to judge by. Without the least hesitation we assert the reverse of the question to be the case we uphold that the righteous enjoy more happiness than the wicked that it should be so is only natural that it sh'd be otherwise is altogether inconsistent with nature and reason. It is only in fact that if we admit the existence of a supreme being he is one who loveth righteousness & hateth iniquity. Is it not the case that conscience approves virtuous conduct & condemns vicious since the conduct of the righteous is virtuous & that of the wicked vicious. this being the case, both God and Conscience approve of the one but they condemn the other. We ask we say whether the man who is in adversity enjoying the smile and favour of God and the approving of his conscience Or he who is in prosperity with the consciousness of his labouring under the displeasure of the almighty and his conscience accusing him of guilt enjoys the greatest amount of happiness. Is there any room for deliberation is there any cause of doubt Does not the former though in adversity experience the greatest delight.

We would now proceed to the consideration of the other question viz. why the wicked are allowed to prosper. or the righteous to suffer but to enter minutely upon the consideration of the reasons wh. might be given w'd be overleaping the purpose of the present Essay & w'd be better to take more space in another than lengthing out this one ——

J Hamilton

[illegible]

A Journal of the Passage
Kept by [illegible] per the
Grace McVae — from Liverpool
to New York — in 1850

James Hamilton

Dr. Revd. James Hamilton

[illegible]

[illegible]

Revd James Hamilton
[illegible]

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